

The Hongkong Telegraph.

No. 2510.

SATURDAY, APRIL 12, 1890.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £300,000.

HEAD OFFICE 40, Threadneedle Street, West End Office 25, Cockspur Street.

BRANCHES IN INDIA, PERSIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS : Fixed for 12 months, 5 per cent. per annum. 6 " 4 " " 3 " 3 "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY. GEO. W. F. PLAYFAIR, Manager.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1. 2.—SUMS LESS THAN \$1, or MORE THAN \$250, one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2 per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION, G. E. NOBLE, Chief Manager, Hongkong, 1st January, 1889.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £7,500,000.
RESERVE FUND 4,600,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS :—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.
T. E. DAVIES, Esq. S. C. MICHAELSEN, Esq.
W. H. FORDE, Esq. Hon. A. P. MC EWEN,
H. HOPPIUS, Esq. L. PORSCHEK, Esq.
Hon. J. J. KESWICK, Esq. D. R. SANSON, Esq.
A. MCCONACHIE, Esq.

CHIEF MANAGER, HONGKONG—G. E. NOBLE, Esq.
MANAGER, SHANGHAI—JOHN WALTER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of a per cent. per annum on the daily balance.

ON FIXED DEPOSITS :—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.

LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China, and Japan.

G. E. NOBLE, Chief Manager, Hongkong, 1st April, 1890.

GRIFFITH'S

NEW PHOTOGRAPHIC STUDIO, No. 2, Duddell Street, (Between the New Oriental Bank, and Mr. Lamont's Auction Rooms).

Entrance from Duddell Street or Ice House St.

M. R. GRIFFITH'S STUDIO is open daily from 8 A.M. to 5 P.M. for producing first-class PHOTOGRAPHIC PORTRAITURE in all the newest styles. "Views of Hongkong and the Coast Ports, with choice illustrations of Chinese life and character, always ready.

Portraits enlarged to life size and painted in Oils or Water Colours by First-class Artists. Miniatures on Ivory, and all kinds of reproductions.

Hongkong, 2nd April, 1890.

Consignees.

MOGUL STEAMSHIP COMPANY, LTD.
NOTICE TO CONSIGNEES.
S.S. "MOGUL."

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are informed that all Goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 8th April, 1890.

[541]

To be Let.

TO LET.

(FROM 1ST MAY.)

"THE BLUFF," PEAK.

R. MURRAY RUMSEY.

Hongkong, 11th April, 1890.

[591]

To Let, Furnished.

FROM 1st June, a HOUSE, vicinity of Caine Road, ten minutes from Club. Rent \$65 per month.

Apply to "G. W. B."

c/o Hongkong Telegraph Office.

Hongkong, 10th April, 1890.

[582]

To Let (Furnished).

Very suitable for three or four Bachelors or a Family.

NO. 5, VICTORIA VIEW, Kowloon. Furniture can be taken over at a valuation.

Apply ON THE PREMISES.

Hongkong, 10th April, 1890.

[580]

To Let.

Possession from 1st April next.

HOUSE No. 16, ELGIN STREET.

Apply to L. KIRCHMANN,

No. 4, Ladder Street Terrace.

Hongkong, 28th February, 1890.

[535]

To Let.

FROM 1st February next, Nos. 53, 55, & 57, PEEL STREET.

Apply to EDWARD GEORGE.

Hongkong, 9th January, 1890.

[510]

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Intimations.

DAKIN BROS. OF CHINA, LIMITEDE.

CHEMISTS.

SPECIAL AGENTS for the KEPLER EXTRACT OF MALT.

(Concentrated and Non-Alcoholic)

A delicious "tissue-forming" and "force-producing" Digestive Food.

"The best known and the largest used."

The Lance.

"As an article of diet in watery diseases, the Kepler Extract is liked by patients, and often taken readily when other forms are not retained. It is a good plan to begin with a teaspoonful three times a day, but the dose may be rapidly increased to a tablespoonful or more. One of the best vehicles for taking the Extract of Malt is a little warm milk, but some people prefer it alone, whilst others like it with soda water."

London Medical Record.

KEPLER SOLUTION OF COD LIVER OIL IN MALT EXTRACT.

"An ideal form for the administration of fat."

Brit. Medical Journal.

"It has hardly any of the taste of the oil. Many can take it easily who cannot take the oil." —The Lancet.

"The taste of the oil is agreeably disguised, its nutritive qualities are greatly increased, and it is rendered easy of digestion." —Brit. Med. Journal.

DAKIN'S COD LIVER OIL.

Our Cod Liver Oil is prepared from fresh liver, without heat, and is therefore of a pale straw colour, easily digestible and free from unpleasant taste and odour.

In bottles at cents 75 and \$1.25.

(Telephone No. 60.)

BIRTH.

At Hankow, on the 1st April, the wife of Mr. JOHN ARCHIBALD, of the National Bible Society of Scotland, of a son.

DEATH.

At 6, Ningpo Road, Shanghai, on the 6th April, 1890, THOMAS HENRY SAYLE, aged 43 years.

HONGKONG SATURDAY, APRIL 12, 1890.

HONGKONG SKY MEETING.

SATURDAY, 12TH APRIL, 1890.

Patrons:—His Excellency F. Fleming, C.M.G.; His Excellency Admiral Sir Nowell Salmon, V.C., K.C.B.; His Excellency Major-General Evan Edwards, C.B., Committee:—G. S. Coxon, Esq.; T. H. Whitehead, Esq.; R. C. Gore, Esq.; Capt. Paterson; Capt. Reynolds; J. Armstrong, Esq.; Major Fletcher, Clerk of the Scales:—J. Armstrong, Esq.; Judge:—The Hon. C. P. Chater, Assistant Judge:—R. M. Gray, Esq.; Starter:—Major Fletcher; Hon. Treasurer:—E. H. Gore-booth, Esq.; Clerk of the Course.

We append results of to-day's racing. A full account will appear in our next issue.

The TAI MA FONG CUP, presented by Mr. J. Kennedy; three quarters of a mile; for all Subscription Griffins of this and last year that have never been placed; weight for inches as per scale. Entrance, \$5, and to receive \$15, 3rd to save stake.

Mr. Collingwood's nom. Mr. C. Aitken's ch. Enthusiast, 1st, 12lb. Mr. Collingwood 1 Capt. R. J. Gardner's gr. Athol Brose, 1st, 12lb. Mr. Master 2

Mr. R. Fraser-Smith's gr. Wolf w., 1st, 12lb. Mr. Maclean 3

Mr. W. J. Greson's gr. Good Hope, 1st, 12lb. Mr. Maitland 0

Mr. Nosil's gr. Thunderbolt, 1st, 12lb. Mr. Green 0

Mr. R. Fraser-Smith's ch. St. Cyrus, 1st, 12lb. Mr. Machado 0

Mr. Forbes' b. Ally Sloper, 1st, 5lb. Mr. Forbes 0

Mr. A. W. Maitland nom. Mr. J. Kennedy's ch. Caswell, 1st, 12lb. Mr. Stewart 0

Won by a length; a neck between second and third. Time 1:34 4-5th. secs.

Mr. R. Fraser-Smith's ch. Senator, 1st, 12lb. (incl. rob. ex.) Mr. Maclean 0

Mr. W. J. Greson's b. k. Imuris, 1st, 12lb. Mr. Stewart 0

Mr. H. S. Woodcock's w. Norman, 1st, 12lb. Mr. Meurant 0

Mr. A. W. Maitland's gr. Enchanter, 1st, 7lb. Mr. Green 0

Mr. K. Gordon's b. Nine Pins, 1st, 12lb. Capt. Paterson 0

Won by a length; a neck between second and third. Time 1:24 3-5th. secs.

The CONSOLATION STAKES, a Sweepstakes of \$5 each, with \$30 added; 70 per cent. to the First, 20 per cent. to the Second, and 10 per cent. to the Third. Three-quarters of a mile. For all Beaten Ponies at this meeting. Weight for inches. Subscription: Griffin allowed 5lbs. Post Entries.

Mr. G. S. Coxon's gr. Mullingar, 1st, 4lb. Mr. Master 2

Mr. T. H. Whitehead's gr. Enterprise, 1st, 12lb. Mr. Maclean 2

Mr. N. Rail's gr. Orbit, 1st, 12lb. Mr. Green 3

Mr. J. Gresson's gr. Good Hope, 1st, 12lb. Mr. Collingwood 0

Mr. Nosil's gr. Thunderbolt, 1st, 12lb. Mr. Meurant 0

Mr. A. W. Maitland nom. Mr. J. Kennedy's ch. Caswell, 1st, 12lb. Mr. Stewart 0

Won by half a length; good third. Time 1:34 4-5th. secs.

To-MORROW morning, between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag, will call alongside any vessel hoisting code pennant C, to convey men ashore to 11 a.m. service at St. Peter's Scammon's Church, returning about 12.30.

A RATHER "readable paper"—a novelty in the Philippines—has just been started in Manila. It is called "El Avisador Filipino," and is intended to be entirely devoted to the commercial and agricultural interests of the country. So long as the prints leave it alone we shall read it with interest—but that won't be long, if the past is any criterion.

OUR statement the other day that the China Merchants' Company had recently decided to make the pay of their chief and second officers the same as that given by the Indo-China Company, has been confirmed by the *Shanghai Mercury*. The China Merchants' managing directors have always followed a most liberal policy in dealing with their employés.

OUR Hoitow correspondent writes on the 10th inst. :—"We had a pretty sharp shock of earthquake at about a quarter past four this morning which lasted some ten seconds or so. People generally were woken up, being shaken up in their beds, and finding their homes rocking to and fro, wondered what was coming next. So far as we know at present, the damage done is confined to four glasses broken in the Commissioner's house. Weather has been and is now remarkably cool for the time of year."

THE Chinkiang correspondent of the *Shanghai Mercury* writes under date the 5th inst. :—"A fire broke out this morning about 10 o'clock in a street densely populated, leading to the Western suburbs of the Chinese city. A detachment of blue-jackets was landed from the U. S. gun-vessel *Palos*, and rendered very efficient aid in stopping the progress of the flames. Notwithstanding their efforts, over 100 families were burnt out, and rendered homeless. As usual on such occasions the thieves reaped a good harvest."

OUR Shanghai contemporary the *Mercury* of the 7th inst. has the following regarding the an old China hand whose death is reported in our obituary column:—"We regret to have to record the untimely death of a well-known resident in the person of Mr. Thoms Henry Sayle, the well-known and esteemed head of the firm of Weeks & Co. He died at his residence in the Ningpo Road yesterday after a short illness. Mr. Sayle came to China about 17 years ago (1873), to join the late firm of Sayle & Co., Shanghai, and represented his uncle, the late Mr. Robert Sayle, of Cambridge, and was manager of the firm for some time before it closed. Subsequently he was connected with the firm of Rose & Co. in Hongkong, and in 1887 returned to Shanghai, when he took over the business of T. Weeks & Co."

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SALMON FISHING AT YESSO!

Oh yes I continued Citizen Train, saw Japan on coast and Island from Yesso to Nagasaki, whole length of Nippon eleven hundred miles in four days! (Laughter and applause!) Salmon fishing in North reminded me of Dulles of Columbus when I opened that river to fortune! (cheers)

Through open doors of store after store at Yokohama, Hakodate, and other ports you see flattened fish stacked from floor to ceiling, or lying in gigantic heaps of scaliness, shininess, and salt. They look battered, degraded, their blackened, half-withered forms bearing small resemblance to big silvery fish that leap among waves off coast of Yesso or crowd in glittering shoals on Hokuicado rivers. (Applause). No difficulty taking them when they enter streams, for they come in such numbers to cut off their retreat. Nets stretched, into them fish force one another, until hundreds and thousands are drawn out at every haul." (Applause). It is busy time! All available hands employed! Even in district of incredibly low wages, man receives twenty-five yen for labour of hands while take is in progress, and rewards of ten to hundred yen given for special success (says Isaac Walton Bohemia of Japan)! In former years fishery left to fare for itself. Foul fish, fly, eba, everything taken at will. Now spawning beds and young fish receive official protection, and close season enforced. Dimensions of industry, formed when last year 170,000 koku fish were salted, each 100 koku weighing average, 33,000 lbs, containing 6,000 fish! (Applause). Salmon are two to three feet long, weigh from ten to eighteen lbs, but when salted, average 52 lbs. Hundred seventy thousand koku means 107 million fish, and weight of 56 million lbs. (Applause). Sold in Tokyo, close of year, enormous (applause). Between 15th and 23rd December, *Yomi Shimpō* daily sales averaged five thousand koku! (Three hundred thousand fish, and money value 75,000 yen.) Strange idea of bringing fish alive to Tokyo does not find favour. Means not wanting. Ships with wells, like those that carry live fish to London market, long used in Inland Sea, might easily be employed to transport live salmon from Yesso. But Japanese gourmets do not like fresh salmon. (Laughter). Too rich and oily for their fancy. So huge traffic in salted fish goes on year after year, growing greater every season. Probably not far distant when we shall see business taken in hand by powerful, well organised company, and developed to be immensely more profitable than now. (cheers)

REVISING JAPANESE LAW.

Yes, it will take time (turning to legal adviser Morse) to stop law's will be delay. "Rule 181 Code Criminal Procedure" (Japanese), states:—

Following heard as witnesses:—

Prosecutor.

Relations by blood or marriage of prosecutor or accused.

Their guardians, or those of whom they are guardians.

Their servants, whether receiving wages or not. Evidence of these persons taken as simple information!

In case a burglar enter my house, and successfully captured by myself, my son, and my servant only persons present, and handed over to Japanese police, where am I to look for "witnesses"?

Point evidently overlooked, by compilers "Japanese Code Criminal Procedure," containing much interest to foreign residents.

CITIZEN TRAIN IN CANTON BEFORE ITS FALL!

Yes! I read my "Young America Abroad," 1855, and see how I forecast what came to pass? (applause). China seemed (says an able Chinese statesman) again brought to death's door when Taku forts were silenced and allied forces knocked at gates of Peking. (Applause). Many doubtless believed, final coup de grâce given when flags of France and England floated over Anting Men, Yianming-ting in flames, Emperor fled and died, and advisers of young successor admitted representatives Western Powers to reside at very doors of Imperial Palace. (Applause). Belief seemed justified, when Tientsin threw open new ports to trade and sanctioned travel throughout Empire, under certain restrictions regarding private individuals but theoretically unrestricted when traveller was diplomatic or consular official. We began to hear about "multiplying points of contact" whereby Western and Eastern were to acquire mutual familiarity and become brothers (Laughter) we were even taught to look forward to day when foreigner, like Irish lady with Jewellery, might roam from end to end of country unprotected needing no protection! (Laughter) England's dream lasted fifteen years and woke with start to hear British consul officer murdered in Yunnan, in spite of Yamen passport, carried, in violation of pledges for safety given by Peking officials and provincial authorities and in defiance of stipulations and international law (satiation). Sentiment scotched at Taku and Peking was alive again.

MARCHING THOUGH CHINA!

Yes, Murder of Margary taken advantage of to aim another blow at exclusion, England raised open ports to twenty, established moreover right of calling at certain points on Yangtze, located consular resident in interior Szechuan, claimed privilege opp. inting another at Tali Yunnan, obtained consent of China to sending mission to Tibet if we chose. These desirable objects attained without moving soldier or gunboat, and congratulated selves on success of moral suasion. Says a clever foreign writer, China, quick to perceive political maxims underlying present and likely to undertake future action "Force no remedy," and more boar in us on, could offer potentialities of alliance not despised. Scarcely surprising under these circumstances, national sentiment revived with increasing vigour. Abstruse "epics" 1884-5 only served to confirm impression days of serious coercion over, and convinced China by proper manipulation of cards she might practically secure herself against organised interference from without, and by skilfully playing off one great Power against another, be in position to peacefully resume her own peculiar policy. (Applause)

The visit to Decima, where Dutch were jailed three centuries for privilege of trade. (Laughs) American Consul's Jinkisha Brigade of sightseeing Curios? The Kodak Photos of historical and social sight. All this kaleidoscoping story of 60 days Round World Trip seemed almost an exaggerated picture of Aladdin. (Applause). This is the fourth time this intellectual human meteor has flashed through Oriental space, astonishing Europeans as well as aborigines. "I am," he said, "authorised by the municipality Chamber of Commerce, Radcliff Publishing Company! Four consolidated Pacific Railroads and Merchants! Syndicate of Fifty Tacoma, Boston, Chicago, New York and Philadelphia Millionaires which can be easily authenticated in one hour to Tacoma" (continued applause).

CITIZEN TRAIN'S KODAK—AMANUENSIS AND PRIVATE SECRETARY.

Captain Eichel at this juncture asked Citizen Train for one of his cards, and in response the Citizen handed him an envelope upon which was printed the following:—

Geo. Francis Train
60 Days Round World.

Tacoma to Tacoma.

S. W. Wall, Private Secretary and Kodak-Amanuensis (Representing 9,000 Syndicated American newspapers, 30,000 news-stands, though America's consolidated news company, 100 leading journals in Asia, Africa, Australia, Europe and South America, also Radcliff Publishing Company (Hand-book of world published in 30 days)—ex's please copy) via Yokohama, Kobe, Nagasaki, Hongkong, Singapoore, Colombo, Aden, Port Said, Brindisi, London, Queenstown, New York and special 3 days train (3,300 miles) across American continent to Tacoma, Puget Sound, Hand-book of world published in 30 days, ex's please copy.

The above type on Citizen Train's 60 day Round the World Envelope shows publicity, through Secretary Wall's newspaper syndicate, greater than ever before.

SPECIAL TRAIN THROUGH JAPAN. A THOUSAND MILES ALONG JAPAN.

YES! OLD NAGASAKI SHORES
"KODAKED" WHERE OLD
OCFAN ROLLS
FOUR AGES.

LOCKED JAPAN'S PROGRAMME
YOKOHAMA TO KOBE,
SPECIAL PASS-PORT (FROM EMPEROR)
IN SPECIAL TRAIN.

GRANDEST VIEW OF "JAPANESE
LIFE AND CHARACTER"!

WALL KODAKED EVERYTHING HE SAW,
NEW FIELDS OF PEACE! OLD
RUINS OF WAR.

TWO HUNDRED NATIVE VILLAGES
WAITING FOR EMPEROR.

ON TRAIN.

WHO EVER WILL SEE ITS-LIKE AGAIN,
THIS GALA SIGHT OF JAPANESE?

MIKADO ON WAY TO REVIEW,
THE TROOPS ALL OUT WAITING
TO CHEER.

THEY TOOK ME FOR EMPEROR TOO,
AND I RECEIVED OVATION HERE! ETC.

IMMENSE CROWDS AT EVERY
STATION.

VILLAGES ALL IN GALA DRESS.

OUR KODAK TYPED ENTIRE NATION! TO EVOLVE ROUND WORLD SUCCESS!

GREAT GOODNESS!

In reply to Judge Morse, the German Legal adviser of the Emperor's Minister to Japan (on his way to Berlin on his summer holiday)—same steamer with C. I. in Train) asking if he intended to lecture in Hongkong M. Train replied! "I do not know, I sent \$25 to the Hongkong Press from Nagasaki, saying if 'had time' Citizen George Francis Train from Tacoma, Puget Sound, U. S. A. three weeks via Yokohama, Kobe and Nagasaki (leaving Hongkong in steamer *Preussen* via Singapore, Colombo, Aden, Suez, Port Said, Brindisi, London, Queenstown, New York, and three days special train 3,300 miles across the American continent, back to Tacoma in sixty days, owing Pacific route two weeks shorter to Japan, China, and India (for Oriental passengers) Will lecture on rapid transit and Occidental and Oriental commerce at City Hall. Citizen Train spoke to a 4,200 audience at Tacoma March 15th, where 20,000 people ovated him in public reception on his departure to organize 4 ten day palace steamers to Japan and China and lay a 1 and a sea wire 5,000 miles on Pacific. Price's reduced to \$1.50, the proceeds sent in cable, dispatches to 40,000 newspapers. Citizen Train will be glad to see citizens of Hongkong at Hongkong Hotel, where his private secretary and Kodak-Amanuensis, representing 9,000 newspapers (England and America) will soon call with statistics of the New York of the Pacific, where fortunes are made in a single hour. Mr Train will sit for the *Peking*—a much smaller, but vastly more comfortable steamer, and, without any further experience differing from those one meets with at the present time, we reached our destination on the 12th of November, fifty-two days from Southampton. Years of planting with trees and shrubs have since clothed the hill sides of Hongkong with verdure, and converted what was then a congeries of arid and sun-scorched peaks into one of the loveliest places in the East, but as they rose barren, bold, and sharply defined in the clear and brilliantly dazzling sky, on that autumn day, I must confess they reminded me more forcibly than agreeably of Adele. We did not waste more time than was necessary, there, but left the same day for Canton, in a small steamer, which from the plurality of her funnel went by the name of "Pipes," and arrived at our journey's end in time for dinner. I found the members of the long to which I was to be attached already seated at table, all dressed in white clothes, with short jackets, looking like over-grown school boys, which gave them a most amusing appearance, but to this I soon got reconciled, as I did to the many peculiarities of life there, and ere long settled down to the quiet and monotonous routine of daily existence.

The foreign residences, or "factories" as they were called, were substantially built and fine looking edifices fronting the public garden and extending in a quadrangle back to four rods towards the city; houses, garden and all being surrounded by a high, brick wall, through which gates opened at several points into the native town. This wall was for the double purpose of protecting foreigners against the sudden incursions of mobs, as also to keep the former more easily under control in case it might be considered desirable on the part of the Chinese to do so. The garden—in the midst of which stood the little church—was very prettily laid out with a great variety of choice ornamental and flowering trees and shrubs, and intersected by broad paths of asphaltum, which offered the only promenade available for the foreign residents. It fronted the river—boats of all descriptions lining the shore in a compact mass, and after boat and crushing it to matchwood, and then grating all along the *Tokio Maru's* starboard side, whose backstays were caught by one

of the *Miraflores* yards, and the main-top-mast which, with the lower one, is steel, was snapped like a twig by the great strain, and remained hanging from the mast. Had it been timber it would have been snapped right off, and must have done considerably more damage to the rigging in its fall. One of the boats amanuensis was struck by the port anchor of the *Miraflores*, and completely shattered; another was smashed into two pieces, and the bridge of the *Tokio Maru* damaged by having the bow end of the broken boat driven upon it with great violence. Three of the massive cast iron sockets holding the davits on which the boats are hung were smashed by the blow; two of them being knocked off flush with the deck, and the third cracked through, while the davit in it, an iron rod nearly 6 inches thick, was also broken across. The boatsheds and their supporting frames, were shattered and the deck rail from the mainmast to the bridge, about 20 feet in length, was torn and twisted as if it had been so much wire. A hole was also driven through the upper sheerstrake over a cargo port, which will take two new plates to make good. Messrs. Boyd & Co. took matters in hand immediately and set about repairing the damage to the *Tokio Maru* so far as to enable her to proceed to sea, which she did at 11 a.m. yesterday. The *Miraflores* was only damaged in a trifling degree, and her voyage was not delayed. A short length of her deck-rail was carried away, and a port cathead knocked out of place. At the time of the collision about 40 boys were engaged in cleaning the ballast tanks of the *Tokio*, and had the *Miraflores* struck her end on, hardly one of them could have been saved. No man was injured by the accident, but one man who was on the *Tokio's* rigging had a narrow escape. Yesterday a local steamer very nearly ran into the *Tokio*, but got down her anchor in time, and so averted another collision.

—Shanghai Mercury, April 7th.

SHANGHAI TRAINING NOTES.

Saturday the 7th being entry day the grass course was opened at 11 o'clock for the usual trials. The "leviathan" stable sent out only one lot of griffins, the winner, as will be seen below, being *Wisdom* the first in the Trial Stakes, and as this pony is said to have been beaten on the road some twenty lengths by the celebrated skewbald *Hero*, the "Griffins" would seem to be all over the shouting. It must be remembered, however, that this pony has a very peculiar temper and it remains to be seen whether he will run kindly in the races; but there is no doubt he is a grand mover and very speedy. The *cau* he was good but not "flying," and there was a strong wind which told very much against the ponies from the 1 to the 1 miles posts. The following are some of the most interesting

Three quarters of a mile.—For Horse Bazaar ponies 1.39 won by a white in good style, who was bought afterwards by Mr. Astley and christened *Obstruction*.

Three kept over griffins, 1.34 4-5th. The winner, a dark grey, simply romped in, last quarter 32 2-5th, and was immediately snapped up for Mr. Buxey. This pony has been named *Enzy* and has been in Shanghai since last Autumn. He was intended for the Hongkong Derby, but at the last moment was not considered good enough to send down.

Mr. Barnes Dallas sent out three griffins, but the winner could not do better than 1.36.

Muquash beat *Tornado* in 1.30; last 1 mile 1.3.

One Mile—*Black Leaf* by himself, did 2.12, last 1 mile 1.34. This pony was also tried for Hongkong in the Autumn.

Mr. Sassoan's *Wisdom* easily beat the others in 2.13, last quarter 34 seccs. He had full weight up.

Venture beat *Venture* and another in 1.10, last 1 mile, 1.6. The winner is a discarded of Mr. Humphreys and has been in Shanghai since last Autumn. He was intended for the Hongkong Derby, but at the last moment was not considered good enough to send down.

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Masonic.

VICTORIA CHAPTER,
No. 525.

AN EMERGENCY CONVOCATION of the above Chapter, will be held in FREEMAN'S HALL, Zetland Street, on TUESDAY, the 15th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 10th April, 1890. [583]

INSURANCES.

£1,000 STG. Payable at Age 55, or at death if previous (even if that event occurs during the first twelve months)—may be secured by a payment at the rate of £1 per quarter if commenced at age 57 7 6 1 (n.b.) 20
8 14 2 25
10 11 10 30
11 14 10 35
12 15 8 40
12 27 12 6 45

After the Policy has been three years in force—should the Policy-holder wish to discontinue future payments—he will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured. For instance a man who had assured at 45, after five years' payments would be entitled to a Paid-up Policy for £500 free of future payments as explained in Prospectus.

Note—it is an advantage to effect Provisions of this nature early in life. By delay the rate of subscription increases. Death may occur before the Provision is effected, or Health may fail and render the life ineligible for Assurance.

ADAMSON, HELL & CO., Agents.

8 to 2 STANDARD LIFE OFFICE.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1890. [580]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1890. [579]

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept MARINE RISKS at Current Rates.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th November, 1889. [585]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, EQUAL TO \$833,333-33

RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUUK MOON, Esq.

LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9 PRAYA WEST, Hongkong, 1st December, 1888. [589]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN Secretary.

HEAD OFFICE, NO. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. [517]

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, & TAMSUI, THE Company's Steamship

"FOKien."

Captain Lewis, will be despatched for the above Ports, TO-MORROW, the 11th instant, at DAVILIGHT.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 11th April, 1890. [587]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"KUTSANG."

Captain Young, will be despatched as above on TUESDAY, the 16th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th April, 1890. [588]

STEAM TO SHANGHAI.

THE P. & O. S. N. CO.'s Steamship

"THAMES,"

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 11th April, 1890. [589]

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.

THE Steamship

"CATTERTHUN."

Captain Darke, will be despatched for the above Ports, on MONDAY, the 14th instant, at 4 P.M. For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, 8th April, 1890. [588]

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. CO.'s Steamship

"VERONA."

Captain C. F. Preston, R.N., will leave for the above places, on THURSDAY, the 17th inst., at DAVILIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 10th April, 1890. [589]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, HOODEIDAH, MASSAWAH, SUAKIM, JEDDAH, SUEZ, PORT SAID, BRINDISI, TRIESTE, and VENICE, (taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"ORION."

will be despatched as above, on FRIDAY, the 18th inst., at NOON.

Cargo will not be received on board after 5 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 8th April, 1890. [589]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain F. Davies, R.N., will be despatched on or about the 27th inst.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, 11th April, 1890. [589]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"PATAGONIA."

Hibbert, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & CO., Agents.

Hongkong, 5th April, 1890. [589]

FOR SAN FRANCISCO.

THE 3/3 L. I. I. American Ship

"WILLIAM H. MACY."

Amsbury, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & CO., Agents.

Hongkong, 12th March, 1890. [415]

FOR NEW YORK.

THE 3/3 L. I. I. British Ship

"JOSEPH H. SCAMMELL."

Thomson, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 24th March, 1890. [474]

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABYSSINIA."

3,651 Tons Register, Captain Lee, will be despatched for VICTORIA, B.C., via YOKOHAMA, INLAND SEA, KOBE, and YOKOHAMA, on THURSDAY, the 24th April, at NOON.

To be followed by the S.S. "PARTHIA" on the 15th June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows—

To San Francisco \$225.00

To San Francisco and return 393.75

available for 6 months.

To Liverpool 325.00

To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific without weakening or irritating the organs on which it acts.

For Sale for \$50 and \$100 Bottles by all Druggists.

MANUFACTURED ONLY BY THE

CALIFORNIA FIG SYRUP CO.

SAN FRANCISCO, CAL.

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Agents for Hongkong and China.

MESSRS. CRUCKSHANK & CO., LTD.

Chemists, &c., Hongkong.

194.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG PORTS IN THE LEVANT, BLACK SEA AND BALTIK PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE

COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.R.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.